

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

HOTEL Mansions.

Agents for—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

LONG HING & CO., PHOTO SUPPLIES,
Kodaks and Kodak Film, etc. &c.
DEVELOPING & PRINTING A SPECIALTY.
No. 17A, Queen's Road Central, HONGKONG.

HOTELS AND CAFES.

THE HONGKONG HOTEL CO., LTD.

OPERATING—

THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,
AND THE
HONGKONG HOTEL GARAGE.

J. H. TAGGART,
MANAGER.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of
MRS. BLAIR.

PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fire throughout and entirely under new management. Cuisine under the personal supervision of the proprietors, Mr. and Mrs. Billard Booms. Terms moderate. Special terms to families on application to
Telephone K. 3. Telegraphic Add: "PALACE".
J. H. OXBERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.

Splendid Views of City and Pearl River.
Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO., LTD., CANTON.

KING EDWARD HOTEL

CENTRAL LOCATION
A LL ELECTRIC THRU-THROUgH, Etc.
Baths and Sanitary Fixtures. Hot and Cold
Water System throughout. Telephone K. 3. Telegraphic Address: "VICTORIA".
J. WITCHELL, Manager.

FRENCH LESSONS

G. MOUSSON

16, Morrison Hill Road

ANCIENT HUMAN BONES.

FOUND UNDER LAVA BED.

In the valley where stands the city of Mexico, and almost of that metropolis, the ancient bones of human beings have been found beneath a bed of lava.

The discovery is rather exciting. Many years ago a considerable sensation was caused by the alleged finding of human remains beneath a lava bed in California, under conditions which seemed to indicate that they were of almost unbelievable antiquity; but, unfortunately, the affair proved to be a fraud, and a fake.

In this case, however, there is no doubt whatever of the fact. Timbrels have been driven several hundred feet beneath the lava bed, and the bones, found in several places, have not been removed instead, they have been saturated with silicate of lime to harden and preserve them, and have been placed in glass cases exactly where the diggers came across them, so as to be viewed by anybody who may be interested.

How old are the bones? It is a question nobody can answer. They may be 1,000 or 10,000 years old. There is no historical record of the volcanic eruption which made the lava bed. Undoubtedly it occurred very long time before Cortez visited the capital of Montezuma.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS
Public Auctions

Under signed have received instructions to sell by Public Auction.
MONDAY, May 23, 1921,
commencing at 10.30 a.m.
at the Premises of the China Mining & Smelting Co. Ltd. LOWU,
The Plant of the above-mentioned Company.

Comprising all the Machinery,
Tools, Spares, etc.

(To be put up in one Lot. Should the property not be disposed of in this manner, the plant will be sold piecemeal).

Terms: Cash on delivery.

N.R. Intending purchasers can travel by the train leaving Kowloon at 9.15 a.m. and can return by the train leaving Sun Chuen at 11.40 a.m.

Inspection orders may be had on application to the undersigned.

LAMMERT BROS.,
Auctioneers,
Hongkong, April 27, 1921.

BY ORDER OF THE MORTGAGEES

MESSRS. LAMMERT BROS. are instructed to sell

the S.S. "KAM MA," as she now lies in the Typhoon Refuge, a YAU MATI, by

PUBLIC AUCTION,

on

THURSDAY,

the 26th day of May, 1921, at 3 p.m.

IN ONE LOT

at their Auction Rooms in Duddell Street.

The Ship is a Wooden ship of approximately 1800 tons capacity with accommodation for about 300 Chinese Passengers now nearing completion. For particulars to view apply to Messrs. LAMMERT BROS., the Auctioneers.

For further particulars

Apply to:

Messrs. JOHNSON STOKES & MASTER,

Solicitors, &c., Hongkong.

Or to

THE AUCTIONEERS,

Hongkong, May 6, 1921.

Glover's
Famous
Dog
Remedies
Learn the Cure and Prevention of
the diseases of your dog.
Book on "Dog Diseases and How to Feed".
Sent free on request.

H. Clay Glover Co. Inc.

118 Western Street, U.S.A.

Agents: MILLER & PHILIPS
(Asia) Ltd., Hongkong

THE NEW FRENCH REMEDY.
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Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

The Undersigned have received instructions to sell by Public Auction, (for account of the concerned)

ON **TUESDAY,**

May 10, 1921, at 10.30 a.m.,
at No. 1, Cox's Path, Cox's Road,
Kowloon.

VALUABLE HOUSEHOLD FURNITURE,

etc., etc., etc.,
therein contained.

Including Pantry and Kitchen

Utensils, etc.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 3, 1921.

(For account of the concerned).

ON **TUESDAY,**

May 10, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

As Assessment of

Superior Household Linens, etc., and

Comprising—

Hemstitched and Scalloped Pillow Cases, Bed Sheet 72-in. by 90-in. wide, White Satin Quilts, Bed Valances, Damask Table Cloths and Serviettes, Turkish Towels, Bath Sheets, Huckaback Towels, Crochet and Drawwork Bedding, White Calico, Ladies' and Gent's Handkerchiefs.

And

A number of Marble Statuettes.

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned).

ON **TUESDAY,**

May 10, 1921, commencing at 1.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street;

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS, etc., etc., etc., comprising—

Dining Suites, Mirror back Side-board, Dining Table, Chairs, etc., Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, One upholstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Side Tables, Chairs, Cabinets, Pictures, &c., &c.

Also

Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned).

ON **TUESDAY,**

May 10, 1921, commencing at 1.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street;

TEAKWOOD AND BLACKWOOD TWIN

BEDSTEADS, CARPETS,

etc., &c., &c.

comprising—

Dining Suites, Mirror back Side-board, Dining Table, Chairs, etc., Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, One Up-

holstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, etc., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery,

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Side

Tables, Chairs, Cabinets, Pictures, &c., &c.

Also

Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned).

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etc., &c., &c.

comprising—

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board, Dining Table, Chairs, etc.,

Chesterfield Sofas, Arm-chairs (new),

Card and Occasional Tables, One Up-

holstered Suite, Bedroom Furniture comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing

Tables and Chairs, Washstands, etc.,

Dinner Services, Crockery, and Glass

Ware, Cooking Stoves, Cutlery,

Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Side

Tables, Chairs, Cabinets, Pictures, &c., &c.

Also

Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned).

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Dinner Services, Crockery, and Glass

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Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Side

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Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

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Electric Reading Lamps, Screens,

Sundry Blackwood Furniture, Side

Tables, Chairs, Cabinets, Pictures, &c., &c.

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Several New Heavy Brass Bedsteads.

(Full Particulars from Catalogue).

Terms—Cash.

HUGHES & HOUGH
Auctioneers.

Hongkong, May 4, 1921.

(For account of the concerned).

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Dinner Services, Crockery, and Glass

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Chesterfield Sofas, Arm-chairs (new),

Card and Occasional Tables, One Up-

Finest London Gin
BURNETT'S
FINE DRY,
FINE OLD T.M.
Sole Agents:
A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS,
Telephone No. 618.

Wm. Powell Ltd.
TELEPHONE 346
FULL RANGE OF
LADIES' AND CHILDREN'S
GOLOSHES
WHITE CANVAS
FOOT WEAR
FOR
LADIES.

We specialize in
 Social and Business Stationery,
 Loose Leaf Binders and Books,
 Novelties for the Home and Office,
 Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.
 60, Des Voeux Road, CENTRAL.

BIRTHS.

TRUMAN.—On April 27, 1921, at Worthing, England, the wife of Reginald N. Truman, a son.

MILLS.—On May 2, 1921, at Shanghai, to Mr. and Mrs. E. A. Mills, a daughter.

The China Mail.
 TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, MONDAY, MAY 9, 1921.

BLUE LAWS.

Whatever may be said for or against liquor prohibition in America, we fancy there is less room for argument about the curious wave of agitation for what they call "blue laws" that is lately surging through the States. Here in tolerant Hongkong, it is difficult to understand the revival in America of interest in "sabbath observance" laws and such like. About a score of the States have been affected during the last six months with this itch for making people good by legislation, the agitators, naturally, setting up their own standard of goodness. At present the agitators are aiming chiefly at commercialized amusements. "Movies," and baseball are particularly opposed, though Sunday golf is vehemently denounced. Sunday travel is also included in the prohibitory proposals. Motorcycling and fishing are not overlooked. In many of the States the agitators clamour to have existing "blue laws" strictly observed. America of previous generations was remarkably profane of such legislation, and some of the laws still stand, though they have been largely ignored by the common sense of broader minded succeeding generations. Until the last few months, it was not believed that any Ameri-

any case. Georgia bars only freight trains, and exempts even such of those as carry live-stock or perishables. New Jersey recognizes the need of milk and mails, but otherwise is against Sunday trains. The agitators are specialising against Sunday sports and amusements, and if they get the "blue laws" of, for example, New Jersey enforced, there will be no more shooting, fishing, hunting, gunning, dancing, singing, fiddling or other music for amusement, nor any football, fives, ninepins, bowls, quoits or other playing, sports, pastimes or diversions on Sundays. Sunday in New Jersey would then be less easy than Sunday in Hongkong. Joshua Levering, of the Lord's Day Alliance, would be less welcome here than his compatriot Pussyfoot. It is too soon to say how the agitation will pan out. We may learn when the State legislatures adjourn.

MOTORISTS AND PROCESSIONS.

We have received to-day for publication a long letter from "M.T.S." who thinks that motorists should show more consideration in passing processions, and that there should be an order to regulate the conduct of the inconsiderate ones. The letter is too long for the points covered, and perhaps this note will serve the writer's purpose just as well. While a procession was passing through the streets yesterday, he says he saw the C.S.P.'s car rush by "speedily," but the C.S.P. was not in it. We think that where an alternative route offers, most motorists meeting or overtaking a procession would willingly turn along it, and those of the other kind who wouldn't think of it ought to be made to proceed slowly. The danger is plain enough, apart from the disrespect of the processions. "M.T.S." remarks that "some motorists are rude," which is a statement we are not disposed to contradict, having observed the same. The rudest of all is the astute chauffeur running alone. He regards all foot passengers as obstructions, whose duty is to leave him all the road. With regard to processions, they ought to enjoy the same protection as passengers alighting from tram cars, and be included somehow in the regulation which forbids cars to pass except carefully and with "safety first" as the motto. Needless to say, funeral processions ought to get special consideration from motorists. They do not at present.

LOCAL AND GENERAL.

To-day our Mahomedan friends begin their Ramadan.

The unrest which pervades Europe seems to have spread to the Jezellet Mosquitoes. Never before have these animals been so unreasonable or so ferocious, though they can hardly be called "unemployed" in spite of their numbers.

The jury system bill which was introduced in the last session of the Japanese diet but was not adopted, will be withdrawn from the privy council to which the bill had been submitted. The government has decided to amend the original bill with a view to introducing it in amended form at the next session of ours, and relating to the unnecessary working of ships in harbour, etc. Many of the more modern enactments of the separate States are directed against work rather than against recreation, and in some cases were secured by the agitation of the workers themselves. But these workers, having got their holiday, will not want to be directed how to spend it. Thus, while the old "blue laws" were religiously (or rather fanatically) motivated, the later ones were not. Their intent was to secure one weekly day of leisure for the toilers, and this is shown by the fact that any day of the week will do, exceptions being provided for people of religions which do not regard Sunday as the Sabbath. Where the comfort and convenience of the majority is involved, the minority who work hotels and restaurants, soda fountains, bakeries, etc., are permitted to do so on Sundays, and make their own arrangements for some other day of leisure. There is (it is recognized) no harm in work which makes it easier for the mass of the people to enjoy their day of rest and recreation. Businesses that do not do this should not run on Sunday. Workers who see this and fanatics who see only the sanctity of the day, appear apt to fuse their ideals, and to join forces in an agitation which really has two aims, mutually exclusive and contradictory. Connecticut bars Sunday trains, except with special permission: no excursion trains in

any case. Georgia bars only freight trains, and exempts even such of those as carry live-stock or perishables. New Jersey recognizes the need of milk and mails, but otherwise is against Sunday trains. The agitators are specialising against Sunday sports and amusements, and if they get the "blue laws" of, for example, New Jersey enforced, there will be no more shooting, fishing, hunting, gunning, dancing, singing, fiddling or other music for amusement, nor any football, fives, ninepins, bowls, quoits or other playing, sports, pastimes or diversions on Sundays. Sunday in New Jersey would then be less easy than Sunday in Hongkong. Joshua Levering, of the Lord's Day Alliance, would be less welcome here than his compatriot Pussyfoot. It is too soon to say how the agitation will pan out. We may learn when the State legislatures adjourn.

MOTORISTS AND PROCESSIONS.

We have received to-day for publication a long letter from "M.T.S." who thinks that motorists should show more consideration in passing processions, and that there should be an order to regulate the conduct of the inconsiderate ones. The letter is too long for the points covered, and perhaps this note will serve the writer's purpose just as well. While a procession was passing through the streets yesterday, he says he saw the C.S.P.'s car rush by "speedily," but the C.S.P. was not in it. We think that where an alternative route offers, most motorists meeting or overtaking a procession would willingly turn along it, and those of the other kind who wouldn't think of it ought to be made to proceed slowly. The danger is plain enough, apart from the disrespect of the processions. "M.T.S." remarks that "some motorists are rude," which is a statement we are not disposed to contradict, having observed the same. The rudest of all is the astute chauffeur running alone. He regards all foot passengers as obstructions, whose duty is to leave him all the road. With regard to processions, they ought to enjoy the same protection as passengers alighting from tram cars, and be included somehow in the regulation which forbids cars to pass except carefully and with "safety first" as the motto. Needless to say, funeral processions ought to get special consideration from motorists. They do not at present.

LOCAL AND GENERAL.

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ours, and relating to the unnecessary working of ships in harbour, etc. Many of the more modern enactments of the separate States are directed against work rather than against recreation, and in some cases were secured by the agitation of the workers themselves. But these workers, having got their

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ot Pussyfoot. It is too soon to say

how the agitation will pan out. We

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adjourn.

Mr. D. H. Blake appeared for the

defendant.

Sgt. F. T. James said that at 5

p.m. on March 30 he was in the

police motor boat, on "passport

service, when he saw the s.s. "Yue

Ying Wa" going towards the Green

Island entrance of the Harbour. She

was in the fairway between buoys

14 and 27, steaming west.

The Magistrate (after examining a

plan of the Harbour put in by the

witness) She was not in the main

fairway?

Witness: No, your worship; she

was in the channel to the north of

it. I signalled to the ship to stop by

blowing four blasts. The ship

stopped and I boarded it. I asked

the Captain, who was on the bridge,

whether he had a police clearance.

He replied that he did not know he

required to have one. I then asked

him for his passenger list and told

him I must examine the passports

of all his passengers. The Captain

called the Chinese comrade and told

him to give me the list and to

allow me to produce the passengers

for examination. The comrade

produced a revolver and pointed it

at me. I held up my hands and

shouted "Stop!"

The Magistrate: Did you actually

see the ship leave the buoy?

Witness: She was at Kowloon

Wharf. I did not actually see her

leave it.

Continuing, the witness said that

on April 9 the s.s. "Yue Ying Wa"

returned to Hongkong from Haiphong

with eight Russian passengers on

board. His contention was that

these passengers were on board when

the ship left Hongkong, but they

were not produced for inspection.

They were refused permission to

land at Haiphong by the French

authorities, and their return led to

the case being brought into Court.

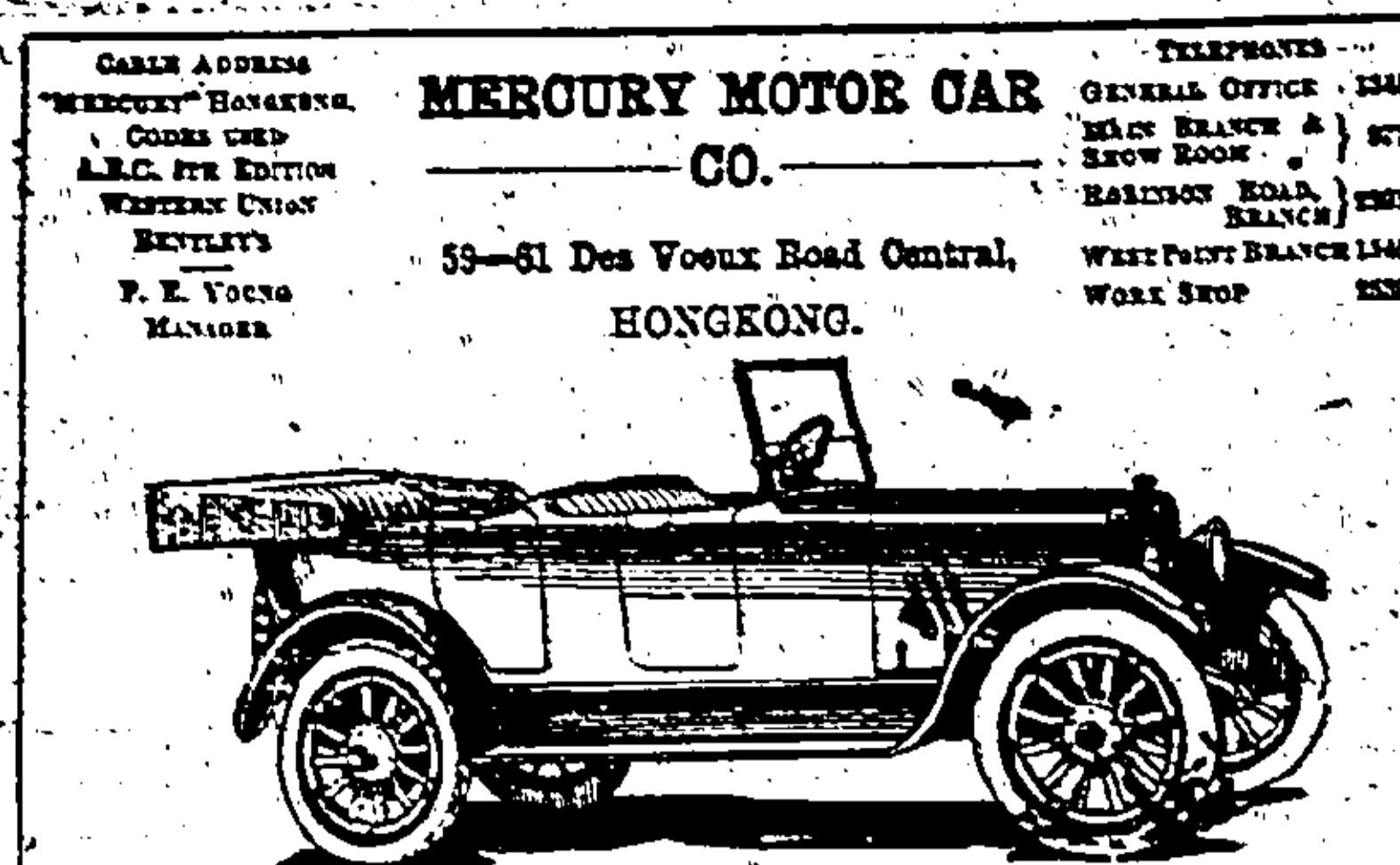
By Mr. Blake: The passengers

examined were members of Boston's

Circus. The Captain said he was

anxious to get away. He had been

delay



CHANCES OF WHIST.

AN INVOLVED ISSUE.

APPEAL COURT'S DECISION.

The patient zeal of our Courts is never more agreeably exhibited than when they are engaged upon a metaphysical inquiry. The Court of Criminal Appeal being set a problem as to whether a gentleman charged with keeping a gaming-house was justly and legally convicted, found itself allured into a discussion of the game of whist, and from that into a profound investigation of what chance is and how in human affairs it operates. On these dark questions one judge, after the other threw the light of old saws and modern instances, and we still remain confused as to the division of responsibility between chance and our partners for what is want to happen to us at progressive whist we must confess that the Bench has provided us with material for present entertainment and grounds for hope in the future. It is a peculiarity of the case that it started, if we may say so, a number of hares without precisely killing them. The particular issue, whether the gentleman who organised a whist drive with an entrance fee was rightfully convicted of keeping a gaming-house, was decided by Mr. Justice Avery pronouncing that if the jury had been properly directed they would have found him guilty, but as the direction was wrong the conviction must be quashed. We cannot, therefore, advise any man to take to the organising of whist drives as a career. The jury, it appears, had been told that as a higher Court had pronounced a whist drive illegal, they must find the appellant guilty. This direction roused the indignation of Sir Edward Carson, who pleaded for the eternal right of the British citizen to decline to find anybody guilty of anything. That, indeed, was once more acknowledged in Mr. Justice Greer's comment that "the jury are entitled to give any verdict that they choose, even against the direction of the judge." The jury, however misdirected, did contrive to put on record their opinion that at a whist drive "skill predominates." Mr. Justice Avery, speaking perhaps from bitter experience, protested that he was at a loss to know how they could come to such a conclusion. He proceeded to imagine cases in which his partner might be "a blind man or a man who was in the habit of revoking." But a more poignant note was struck by Mr. Justice Greer, to whom it once befall to play a progressive bridge with a lady who thought that if she had no suit to make trumps, she ought to call "no trumps." It is, we own, some consolation to discover that even a judge of the High Court is not exempt from these misfortunes. We gather that in the considered opinion and experience of the Court of Criminal Appeal whist is a game in which chance has much more power than ordinary players suppose. What light this throws upon their lordships' fortune at cards it might be contempt of Court to inquire.

PRACTICAL JOKE.

TRAGIC SEQUEL.

YOUNG WOMAN'S TERRIBLE END.

After what has taken place in the little commune of Runzheim, near Strasbourg, girls bent on promoting fun will hesitate before they adopt the method of inspiring their neighbours with fright. Three young women, put on masculine garments usually worn by tramps, and the better to disguise themselves, resorted to false beards. Then, with bludgeons in their hands, they proceeded to the house of one of their girl-friends who was newly married. When the young wife saw her three visitors of ugly and ferocious mien, she divined that they had designs on her life, and she shrieked for help. Her husband ran to her assistance. He had a hatchet in his hand, and he used it with tragic results. One of the three supposed tramps, Mademoiselle Hinkel, a 20-year-old dressmaker, was hacked on the head and neck, and was so terribly wounded that she died in hospital. The other two, realising that the same fate might be in store for them, promptly pulled off their false beards, thus revealing their identity.

SHIP'S OIL STOLEN.

A COOLIE CONVICTED.

The theft from the s.s. "Kinshan" of a tin of lamp oil was alleged against two Chinese who were presented as the Police Court this morning before Magistrate Lindell. It was disclosed by the evidence that one defendant, on being apprehended on the Lung Wing wharf with the stolen tin in his possession, gave information which led to the arrest of the other, who was employed on the "Kinshan" as lamp trimmer. The first defendant explained to the Court that he was employed by the lamp trimmer to take the oil ashore but this was strenuously denied by his companion. After some discussion between the Magistrate and Inspector Bain, who prosecuted, both charges of stealing were withdrawn and one of unlawful possession substituted in the case of the first defendant who was finally pronounced guilty and fined \$50, in default four weeks' jail.

JAPAN AND CHINA.

GROUNDLESS SPECULATIONS.

A TOKYO CONCLAVE.

Tokyo, April 29.—While it is true that Mr. Obata and the other officials who are expected here from China early next month will confer with the authorities regarding Japan's policy towards China, the speculations which have been appearing in various vernacular newspapers regarding a change of policy are erroneous.

The conference which will be held is designed to be of the nature of a free exchange of views on pending Sino-Japanese questions, in the hope of improving the relations between the two countries, and of removing whatever misunderstandings exist abroad in respect of Japan's policy towards China.

Inter alia, special consideration will be given to joint measures of defence against the insubordinate Koreans on the Korean frontier.

LOCAL AND GENERAL.

A Chinese boatman was fined \$50, in default one month's imprisonment, at the Marine Court this morning for tying up his sampan alongside the s.s. "Haiching" before the police had given permission.

What is believed to have been a triad society assault was committed about 10 o'clock on Saturday evening when a Chinese crossing the new bridge, near Mongkok was attacked by four or five men, one of whom stabbed him in the arm. No robbery was committed and the man's wound is not serious.

Inspector Moore this morning charged a Chinese before Magistrate Orme with having entered the Sui Kan Lui Restaurant, Wellington Street, at 4 a.m. yesterday, with intent to commit a felony. A Chinese watchman employed by the restaurant said that he was on duty on the first floor of the building when he saw the defendant climb up the drain pipe and vault over the railings of the verandah and open one of the windows. Sentence of one month's hard labour was passed.

Mr. Hodgson.—They never intended the man to get ashore?—No.

The Stipendiary.—Their intentions were good?—Yes, but if we rely upon good intentions with regard to undesirables coming into the country our control falls to the ground.

Do you ask me to say that the defendant aided and abetted these men to escape?—Yes, by not taking proper precautions to prevent their escape.

The Stipendiary pointed out that although there might be no doubt on this point, he did not quite see how the prosecution put their case against the chief officer. Surely there was no evidence of aiding and abetting on his part.

Mr. Aukland agreed that the case against Mr. Watkins should be withdrawn.

The Stipendiary said he quite saw the importance of the case to the Aliens Department, but it was also of great importance to shipowners and masters. He was anxious to give a decision that should be correct, but speaking from the point of view at which he had arrived at the moment he could not see how he could convict the captain of aiding and abetting. The chief immigration inspector was satisfied that the captain had no intention of aiding and abetting.

Mr. Aukland asked whether they were called upon to prove intention.

The Stipendiary said they were not, and Mr. Kennedy need not, if he had not liked, have said what he did in favour of the captain, but being an honest gentleman he did so.

Mr. Aukland said if the captain took no steps at all he must be regarded as aiding and abetting.

The Stipendiary said he did not think it was necessary for him to hear the captain's evidence in face of Mr. Kennedy's statement, that he was satisfied he had no intention of aiding and abetting. The summons would be dismissed.

Mr. Hodgson, in asking for costs said that under peculiar legislation of this kind there was a practice growing up of assuming people guilty unless they proved their innocence.

The Stipendiary decided that he would not allow costs in this case.

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigence and disappointment, generally disappointment when the failure of some scheme or project, and more frequently by all kinds of personal trouble.

AIDING AND ABETTING?

A LEGAL POINT.

IMPORTANT SHIPPING CASE.

What was described as a case of great interest to shipowners and those having anything to do with ships which sail to England from places outside the United Kingdom was heard by the Liverpool Stipendiary Magistrate when Richard John Thomas, master, and Herbert Sidney Watkins, chief officer, of the a.s. "Royal Star," were summoned for aiding and abetting certain aliens to come ashore without permission of the immigration authorities.

Mr. Aukland was for the prosecution, and Mr. Hodgson (instructed by Mr. Le Mesurier) defended.

The evidence was to the effect that a number of foreigners were brought ashore by an officer and taken to the Aliens Office, but it was not this landing in respect of which the authorities complained. Permission to land was granted in all but three cases, yet later it was found that these men, in regard to whom permission was refused, had, in fact, come ashore. "Refusal to land" notices had been served on the chief officer, because he was in charge at the time of the service, and also inwards who had been on board.

The Chief Immigration Inspector (Mr. Kennedy) stated that he had received a letter from the chief officer of the Royal Star to the effect that the three men had been missing for several days. Witness suggested to his worship that the defendants did not take proper precautions to prevent the escape. He did not suggest that they wilfully aided and abetted the escape.

Mr. Hodgson.—The first you heard about them landing was from the chief officer, Mr. Watkins?—It was first reported to me by one of my officers. When I got the letter I already knew that one of the stowaways had escaped.

What do you suggest Mr. Watkins did to assist these men to escape?—Well, I say he did not take proper precautions to prevent them escaping.

The Stipendiary.—It is a big order to say that a man, even if negligent in the discharge of his duty, is aiding a man to escape. Supposing a policeman taking a man along the street carelessly allows him to escape. He has no wish to allow him to escape, and you would not charge the policeman with aiding and abetting, would you?

Mr. Kennedy.—That is not quite analogous. We object to keeping undesirables in the country, and if masters can allow people of the kind to escape and then apologise it renders our work very difficult. I am not assuming that the defendants did it wilfully.

Mr. Hodgson.—They never intended the man to get ashore?—No.

The Stipendiary.—Their intentions were good?—Yes, but if we rely upon good intentions with regard to undesirables coming into the country our control falls to the ground.

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STEAMER INTERNED.

JAPANESE PROTEST.

GREEK GOVERNMENT CALLED TO ACCOUNT.

Tokyo, April.—The Imperial Japanese Government has lodged a protest with the Greek Government against the latter's internment of the Japanese steamship "Heine Maru" carrying on board some 300 Turkish prisoners of war from Siberia, whom the Japanese Authorities attempted to escort back to Turkey at the request of the British Government. The Greek authorities interned the vessel on the ground that hostilities are in progress between Turkey and Greece.

The Japanese Government in its protest, called the Greek Government's attention to the fact that the transport of the prisoners of war was attempted solely in the interest of humanity, and therefore that the Japanese authorities might claim due compensation for possible loss attendant on the internment.

In response, the Greek authorities demanded a guarantee from the Japanese Government for an understanding with the Turkish Government not to employ these prisoners in the field, pending the restoration of peace.

The Japanese Foreign Office accordingly despatched a note to the Turkish authorities on the 20th instant, reports the "Kokumin."—Reuter.

The Canton Times reports—Considerable damage was done to a house in Sui Kuan near the Chang Sso Temple, on Friday evening when a flash of lightning struck the house demolishing the roof and the stairs. There were several children playing in the annexes of the house when it was struck. Not realising the danger they followed the course of the lightning which entered the kitchen followed by a thundering noise. The frightened children were asphyxiated for a moment but fortunately no one was hurt.

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TO-DAY'S ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction (for account of the custodian).

FRIDAY.

May 13, 1921, at 12 (noon), at their Sales Rooms, No. 8, One Vaux Hall, Corner of Lee House Street.

4 Clev. 18.6 H. "Klear" Car Self Starter Left drive Artillery Wheels complete with all Lamps, &c.

Can be seen up to date at Sale at the Dragon Motor Works Wan Chai.

Also Several Motor Foot Pumps, Ammunition, &c.

Terms:—Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 9, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TUESDAY.

May 10, 1921, commencing at 12 o'clock (noon),

at their Sales Rooms, Duddell Street, 96 cases Ceylon Tea, 12 dozen Tins Fruits, 4 cases Urodinol, 5 cases x 40 gallons Phenyl Disinfectant, 1 hale Cotton Duck, 940 tins Cigarettes.

Also A Quantity of Personal Effects.

Terms:—Cash on delivery.

LAMMERT BROS., Auctioneers.

Hongkong, May 9, 1921.

TO-YO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship.

"PERSIA MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above-named Steamer having arrived on Sunday, the 8th inst., consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer, or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Sunday, the 15th inst.

All broken, chafed, and damaged packages will be loaded into the Company's Godown, where same will be examined on Tuesday, the 17th inst., at 11 A.M.

No claims will be recognized after Sunday, the 21st inst., at 11 A.M.

No Fire Insurance whatever will be effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, May 7, 1921.

STEAMERS FOR SALE.

UNDER instructions received from

THE MINISTRY OF SHIPPING, LONDON.

Offers are invited for the purchase of

the following Ex-Enemy Steamers:

Name of. Gross² Net³ Tonnage⁴ Tonnage⁵ Built⁶

ANGHIN 1613 1001 1903

CHOWFA 1628 1055 1883

WONGHOL 1777 1116 1896

MANILA 1790 1108 1904

Terms of sale and full particulars

may be ascertained on application to

MONDAY, MAY 9, 1921

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HONGKONG-MACAO LINE.

SAILINGS—

To Macao—daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m. only). From Macao—daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only). Excursion Wharf Sunday 15th May R.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 5 p.m.

Excursion Wharf Monday 16th May R.S. "SUI AN" leaves Hongkong 9 a.m. and returns from Macao 4 p.m.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. T. & G. Cox & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

Regular Sailings to

NEW YORK AND/OR BOSTON.

"BOWES CASTLE" Sailing on or about 13th May.

Via Suez or Panama Canal at Owner's Option.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH HILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

SIUME having been re-opened for traffic, cargo is also accepted for this port en route through Hills of Lading.

FOR BRINDISI, VENICE AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

"PERSIA" Sailing on or about 10th May.

FOR SHANGHAI.

"NIPPON" Sailing on or about 14th May.

Passenger Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SOUTH AFRICAN PORTS

FROM

CALCUTTA & COLOMBO.

Through Hills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

via the Suez or Panama Canal.

ATLAS MARU Saturday, 14th May.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban & Cape Town via Singapore. Passenger Service.

CHICAGO MARU Sunday, 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

INDO MARU Sunday, 16th May.

HAGUE MARU Wednesday, 1st June.

DELLI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

KISHU MARU Tuesday, 31st May.

Excellent accommodation for 1st and 3rd class passengers.

EDINBURGH & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA VANCLEVE, SEATTLE & TACOMA—Via Shanghai and Dairen. Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

AFRICA MARU Thursday, 26th May.

NEW YORK via SUEZ Tuesday, 31st May.

SUMATRA MARU Tuesday, 31st May.

NEW ORLEANS via SUEZ Tuesday, 31st May.

SUMATRA MARU Tuesday, 31st May.

JAPAN PORTS—Shanghai, Kobe and Yokohama.

KEELUNG via SWATOW & AMOY. These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the port, which is near the Harbor Office.

KAOLO MARU Sunday, 15th May.

TAIKAO via SWATOW and AMOY.

SOSHU MARU Thursday, 19th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

No. 1, Queen's Building.

Tel. No. 744 and 745.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD. & CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

SAILINGS FROM HONGKONG.

S.S. "KNIGHT COMPANION" via Panama Canal 27th May.

S.S. "CITY OF SHANGHAI" via Suez Canal 5th June.

S.S. "CITY OF MADRAS" via Suez Canal 10th June.

Call at Port.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWINEY or THE BANK LINE, LTD. HONGKONG.

CANTON.

CHINA & CO.

CAFTOR.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

113, Connaught Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

SWATOW & SINGAPORE	SHANGHAI	TO SAIL
SWATOW & BANGKOK	HUPEH	May 10, at 10 a.m.
AMOY, SHANGHAI AND PUKOW	LICHOW	May 10, at 10 a.m.
SHANGHAI AND TSINGTAO	SHANTUNG	May 10, at Noon.
SHANGHAI AND PUKOW	FOCOWH	May 12, at Noon.
SHANGHAI AND TSINGTAO	SUITANG	May 14, at 4 p.m.
SHANGHAI AND PUKOW	SOUTHERN	May 17, at Noon.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO.	KATONG	May 22, at 9 a.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO.	KATONG	May 22, at 9 a.m.

Saloon accommodation available. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tsingtao (weekly), taking cargo through Hills of Lading to all Flanders and Northern China Ports. Passengers are landed in Shanghai and all inconveniences of transhipment at Wusong.

BUTTERFIELD & SWINEY, AGENTS.

Telephone No. 21.

THE ADMIRAL LINE

THE PACIFIC STEAMSHIP COMPANY

PASSENGER & FREIGHT SERVICE FOR MANILA.

S.S. "WENATCHEE" Sailing May 14th.

VICTORIA VANCLEVE SEATTLE.

Calling Shanghai, Kobe, Yokohama.

S.S. "CROSSEYS" (Freight only) April 16 May 1st.

S.S. "WENATCHEE" May 21 June 10th.

S.S. "EDMORE" May 24 July 10th.

S.S. "ELDRIDGE" June 20 July 25th.

S.S. "WENATCHEE" July 25 Aug. 16th.

S.S. "KEYSTONE STATE" Aug. 12 Sept. 2nd.

FOR PORTLAND DIRECT.

Calling Kobe, Yokohama.

S.S. "MONTAGUE" (Freight only) July 18th June 4th.

Through Hills of Lading issued to Overland common port. Passenger and Freight particulars.

THE ADMIRAL LINE, Telephones 2477 & 2478.

6th Floor, Hotel Mansions.

THE PACIFIC STEAMSHIP CO.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCLEVE.

(Calling at Kobe and Yokohama).

(Calling at Shanghai, Kobe and Yokohama).

"EDMORE" About May 24th.

FOR MANILA.

"ABERCO" About May 23rd.

FOR PORTLAND direct.

(Calling at Kobe and Yokohama).

"ABERCO" About June 2nd.

Through Hills of Lading issued to Overland common port.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE, Telephones 2477 & 2478.

6th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"WYTHEVILLE" About May 8th.

"WINYAH" About June 2nd.

For freight space and particulars apply to—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE, AGENTS.

327 & 328.

6th Floor, Hotel Mansions.

THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON—SINGAPORE—SUMATRA—JAVA PORTS.

OPERATING THE FOLLOWING U.S.R. STEAMERS

LAKE OMAWA May 1921.

Through Hills of Lading issued to all United States Pacific Coast and Overland.

For Freight and particulars apply to—

THE ADMIRAL LINE, 1st & 2nd Floors, Hotel Mansions.

Telephone 2477 & 2478.

113, Connaught Road Central.

THE CHINA-AUSTRALIA MAIL S.S. LINE.

AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" 13th May.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

113, Connaught Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki ("Maji") Kobe & Yokohama).

SAILINGS

HONGKONG to VANCOUVER

SAILINGS

SHIPPING

**P. & O. - BRITISH INDIA
APCAR AND
EASTERN & AUSTRALIAN
LINES**

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICAN, AUSTRALIA, NEW ZEALAND AND QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,378	10th May	Singapore, Colombo & Bombay.
"AGOGYA"	7,000	16th May	MARSEILLE, LONDON & A. warp.
"PLASLY"	7,346	11th June	MARSEILLE, LONDON & A. warp.
"DELTA"	8,000	19th June	MARSEILLE, LONDON & A. warp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"TAKADA"	7,000	18th May at 10 a.m.	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	5,000	25th May	Sandakan, Thursday Island, Townsville, Brisbane, Sydney, and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KUBYALUS"	—	10th May at 4 p.m.	Swatow and Amoy.
"ST. ALBANS"	5,000	19th May at Noon	Moji, Kobe and Yokohama.
"ARRATOON APCAR"	4,500	13th May	Japan via Shanghai.
"ALLPOON"	5,300	22nd May	Japan via Shanghai.
"PLASLY"	7,346	25th May	Shanghai only.

*From Cosmopolitan Dock.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamer and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 48 ft. x 2 ft. x 1 will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNMENES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, etc. apply to
MACKINNON, MACKENZIE & CO.
2, Des Voeux Road Central, HONGKONG. Agents.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
viz. Steel Ship Plates, Angles and Bars.
Also Shipchandlery Articles.
Telephone No. 1118. 25, Wing Wo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA OR VANCOUVER via Manila,
Shanghai & Japan ports.

Cargo to Overland Points, U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
FUSHIMI MARU (omit Manila) ... Tuesday, 31st May, at 11 a.m.
KATORI MARU ... Friday, 17th June, at 11 a.m.
KASHIMA MARU (omit Manila) ... Tuesday, 15th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca - Penang - Colombo, Suez, Port Said & Marseilles.

KAMO MARU ... Friday, 12th May, at 11 a.m.
IYO MARU ... Friday, 27th May, at 11 a.m.
ATSUTA MARU ... Friday, 10th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

LIVERPOOL & MABILLEES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Monday, 23rd May, at 11 a.m.
TANGO MARU ... Tuesday, 31st June, at 11 a.m.

NEW YORK via Suez.

YAMAGATA MARU ... Sunday, 8th May.

SOUTH AMERICAN PORTS via Cape.

KAWAII MARU ... Beginning of May.

AWA MARU ... Saturday, 1st May.

BOMBAY & COLOMBO via Singapore.

TAJIMA MARU ... Sunday, 2nd May.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 2nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KIKU MARU ... Wednesday, 11th May.

SHIMIZUOKA MARU ... Friday, 13th May, at 11 a.m.

For full information apply to
NIPPON YUSEN KAISHA

Telephone No. 202.

SHIPPING

S. S. "CHEFOO"

From HONGKONG for KUCHING, SARAWAK.

direct

Sailing on TUESDAY, the 16th May, 1921.

For Freight & Passage apply to -

HUNG SHUN SHIPPING FIRM,

Telephone No. 1202. 227, Queen's Road Central.

P. & O. S. N. CO.

STEAMERS FOR
STRAITS, COLOMBO, AUS-
TRALIA, BOMBAY, EGYPT,
MEDITERRANEAN PORTS
& LONDON.

Through Bills of Lading issued for
Batavia, Persian Gulf, Continental,
American and South African Ports.

THE Steamship "DILWARA"
Captain Rana, carrying His
Majesty's Mail, will be despatched from
this Port on or about TUESDAY,
10th May, 1921, taking Passengers
and Cargo for the above Ports.

Silk and Valuables and Tea for Italy,
France and London (under arrangement)
will be transhipped at Bombay into the
Mail Steamer proceeding direct to
Marseilles and London.

Parcels will be received at this Office
until 3 p.m. the day before sailing.
The contents and value of all packages
are required.

For further particulars apply to -
MACKINNON, MACKENZIE
& CO., Agents.

Hongkong, May 2, 1921.

SHIPPING

STRUTHERS & DIXON, Inc.

GREEN STAR LINE.

Opening for Liner services for account of the

UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE.

"Loretta," 1st June.

To LOS ANGELES & SAN FRANCISCO.

(via HONOLULU)

"West Carmons," 2nd May.

"West Iwan," 3rd May.

Also cargo accepted for Transhipment at San Francisco
and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK,

BALTIMORE, PHILADELPHIA.

NEW YORK, BOSTON.

Through Bills of Lading issued to all U. S. & Canadian Overland Points.

HONGKONG OFFICE - 1st Floor, Des Voeux Rd., Tel. 3002.

7

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS

SHIYU MARU 0.000 May 14th.

DAIYO MARU 0.000 May 25th.

HIBIKI MARU 0.000 June 10th.

TENYO MARU 0.000 June 1st.

KOREA MARU 0.000 July 1st.

SHINYO MARU 0.000 July 16th.

10th at Daimon omni. Shanghai. (Calling at Dairen and omni Nagasaki.)

Sailing 10.30 a.m.

7

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, ILILO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDON, ARICA & IQUIQUE.

THROUGH THE PANAMA CANAL ROUTE TO BUENOS AIRES.

STEAMERS

SHIYU MARU 14,000 May 15th.

RAKUYO MARU 17,000 June 10th.

CHOYO MARU July 11th.

*Cargo only.

For full information regarding passenger freight and sailings, apply to -

Y. TSUJIMI, Manager, King's Building, Tel. N. R. 3374 & 3375.

Agents at Canton - Messrs. T. E. GRIFFITH, LTD.

7

NANYO YUSEN KAISHA

(The South Sea Mail S. S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call - Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

"MACASSAR MARU" 10th May.

"SAMARANG MARU" Beginning June.

FOR JAP

HONGKONG HOTEL GARAGE.

Telephone No. 483.

SOLE AGENTS

IN

HONGKONG and SOUTH CHINA
FOR
THE STUDEBAKER CAR.We have just received a consignment of these
Cars covering:-

BIG SIX TOURING (7 Passenger)
SPECIAL SIX TOURING (5 Passenger)
SPECIAL SIX SEDAN (5 Passenger)
LIGHT SIX TOURING (5 Passenger)

FIRST CLASS LIVERY SERVICE.

GYMKHANA.

SECOND MEETING.

SUCCESSFUL DAY.

Gloomy weather, which up to the last moment showed no sign of improvement, dissuaded many from attending the second gymkhana meeting of the Hongkong Jockey Club at the racecourse on Saturday afternoon. The rain held off throughout the meet, however, and those who ventured to risk the weather, had a very enjoyable time. Although the going was heavy and the ponies had hard work, all the events were well contested and there was much excitement. Some close finishes were witnessed and the forecast of the tipsters were in several cases very much upset, "outsiders" coming in for places and giving handsome dividends.

The Gymkhana Stakes, the principal event of the meet, was won in great style by Scampardo with Parson a good second. Spotted Sand, who was second last month, was third, adding another point to the two he had already scored.

The most successful jockey on Saturday was Mr. Doyle with three firsts and three seconds to his credit. Mr. Bell-Irving was second with three firsts, while Mr. Soares scored one second and three thirds. Mr. Gibson was the only other jockey who was placed more than once. He secured one first and one third.

The Band of the Wiltshire Regiment under the baton of Bandmaster Eason was in attendance during the afternoon, and enlivened the proceedings with a fine programme of music.

OFFICIALS.

Patron.—His Excellency Sir R. E. Stubbs, K.C.M.G.

Honorary Stewards.—His Excellency Vice-Admiral Sir A. L. Duff, K.C.B., His Excellency Major-General Sir G. M. Kirkpatrick, K.C.S.I., K.C.B., Hon. Dr. Claud Severn, C.M.G., and Commodore W. Bowden-Smith, C.B.E.

Stewards.—The Hon. Sir C. Paul Chater, Kt., C.M.G., Lieut.-Col. G. K. Hall-Brueton, Mr. R. M. Dyer, Mr. Henry Humphreys, Hon. Mr. A. G. Stephen, Lieut.-Col. W. Loring, R.A., C.M.G., D.S.O., Brig.-Gen. E. B. Macnaghten, C.M.C., D.S.O., Mr. H. P. White.

Gymkhana Committee.—Mr. H. Birkett, Mr. C. H. Blason, Mr. D. E. Clark, Dr. C. Forsyth, Mr. J. Bell-Irving, Mr. T. Leitch, and Major Timmis.

Judge.—Mr. D. E. Clarke, in Charge of the Scale.—Mr. H. Birkett, and Mr. T. Leitch.

Starter.—Major Law.

Paddock.—Dr. C. Forsyth.

Timekeeper.—Mr. A. E. S. Alves.

RESULTS.

1.—FIVE FURLONGS RACE.

For subscription griffins of both classes of this season, 1920-1921, which have run and not won a race either at the official meeting or at the first Gymkhana. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Dr. Forsyth's Neston, 146 lbs.

(Mr. Doyle).

Mr. H. P. White's Carpenter, 155 lbs. (Mr. Kremer).

Mr. Ferdinand's Workshop (late Don Juan), 155 lbs.

(Mr. Soares).

Mr. B. Busto's Frampton, 155 lbs. (Mr. Potts).

Mr. Topside's Mountain Bear (late Timour), 155 lbs.

(Mr. Sutton).

Mr. C. R. Thompson's Shooting Star, 155 lbs.

(Mr. Remedios).

Mr. Blank's King Harry, 155 lbs.

(Mr. Thompson).

Capt. E. G. Spinks' Deltico (late Sportsman Artichoke), 155 lbs. (Capt. Spinks).

Mr. J. E. H. Bibby's Givenchy, 152 lbs. (Mr. Bell-Irving).

Mr. Grimstone's Ragged Nut (late Raggedyman), 152 lbs.

(Mr. Grimstone).

Hon. Mr. P. H. Hoycock's Per-

adventure, 152 lbs.

(Mr. Gibson).

Mr. C. P. Templeton's Mouldy (late Leotard), 152 lbs.

(Mr. Templeton).

Mr. Albert's Glad Eye (late East), 149 lbs. (Mr. Thompson).

One length between first and second; three-quarters of a length between second and third.

Time: 1 min. 21 1-5secs.

Pari-mutuel Cash Sweep.

Winner: \$21.20. Ticket No.

1. 6.50. 203. \$1,214.50

2. 7.40. 177. \$1,347.00

3. 5.70. 22. 173.50

Unplaced starters: 237, 239,

355, 471, 241, 315, 335, 236,

and 49.

2.—CLASS HANDICAP.

A Class. Distance: Three-quarters of a mile.—For China ponies. 1st prize, \$250; 2nd prize, \$100; 3rd prize, \$75.

Sir Paul's Charing Cross, 150 lbs.

(Mr. Gibson).

Hon. Mr. A. G. Stephen's Hart-

ton, 153 lbs. (Mr. Doyle).

Mr. Soares' Forest Child, 147 lbs.

(Mr. Soares).

Mr. Staves' Boltshevik, 156 lbs.

(Mr. Bell-Irving).

Sir Ellis Kadoorie's Stanley Chief, 152 lbs. (Mr. Gainsay).

Mr. P. C. Potts' Coal King, 152 lbs.

(Mr. Potts).

Mr. Dyer's Harlequin, 150 lbs.

(Mr. Sutton).

Mr. Sprague's Lighting, 147 lbs.

(Mr. Sprague).

Time: 1 min. 36 3-5secs.

Pari-mutuel Cash Sweep.

Winner: \$81.10. Ticket No.

1. 27.80. 251. \$1,620.50

2. 6.60. 378. 463.00

3. 12.10. 130. 231.50

Unplaced starters: 195, 23, 440,

181, 55, 336, 274, 15.

3.—GYMKHANA STAKES.

Value \$500. Distance: One Mile.

For all China ponies.

A Cup to be run for five times, or as decided by the Committee, called the Gymkhana Cup, will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana

meetings during the season; count 4 points for a first; 2 for a second, and 1 for a third. 2nd prize, \$200; 3rd prize, \$100.

Mr. John Bell-Irving's Scampardo (late Javelin), 146 lbs.

(Mr. J. Bell-Irving).

Mr. Nemaze's Piranha, 151 lbs.

(Mr. T. W. Doyle).

Mr. Soares' Spotted Sand, 151 lbs.

(Mr. Soares).

Sir Ellis Kadoorie's Hongkong Chief, 151 lbs. (Mr. F. Sutton).

Mr. H. P. White's Merrysand, 146 lbs. (Mr. Kremer).

Mr. Leslie Smith's Louisa, 146 lbs.

(Major Timmis).

Three lengths between first and second; two lengths between second and third.

Time: 2mins. 11 1-5secs.

Pari-mutuel Cash Sweep.

Winner: \$35.20. Ticket No.

1. 6.00. 568. \$4,330.20

2. 5.30. 311. 1,237.50

3. 5.40. 254. 618.60

Unplaced starters: Nos. 654, 658 and 239.

4.—CLASS HANDICAP. "B" CLASS.

Distance: Three-quarters of a mile.—

For China ponies. 1st prize, \$250;

2nd prize, \$100; 3rd prize, \$75.

Mr. T. M. Leitch's Spryte, 152 lbs.

(Mr. T. W. Doyle).

Mr. Soares' Dandy Child, 150 lbs.

(Mr. Soares).

Mr. Ferdinand's Birdwing (late Blackbird Dahlia), 149 lbs.

(Mr. Shaw).

Mr. P. C. Potts' Moorland King, 153 lbs.

(Mr. Potts).

Mr. H. Birkett's Blackspot, 152 lbs.

(Major Timmis).

Mr. Maradick's Our John (late Taipo Chief), 152 lbs.

(Mr. Sutton).

During the ceremony, the bridal pair stood under an arch of lilies, banked with palms and the bride was provided with a white satin kneeler surrounded by a horse shoe of tulle and orange blossom.

Mr. Dennis Fuller acted in the capacity of organist and during the opening proceedings in the Cathedral he played LeMaire's music. The two well known wedding hymns "The Voice that breathed O'er Eden" and "Love Divine All Loves Excelling" were sung and Mendelssohn's "Wedding March" was played as the happy couple left the church.

Subsequently a reception took place at the Helena May Institute which had been effectively decorated by the bridesmaids with palms and pink flowers.

Mr. and Mrs. Baxter are to spend their honeymoon at the White Cottage, Taipo. The bride's going away dress was of jade green net and she wore a silver grey satin straw hat and a draped veil.

5.—POLO SCURRY.

Distance: About 400 yards. 1st prize: \$75. 2nd prize: \$30. 3rd prize: \$20. Ponies to be bomaide ponies regularly played in Hongkong, and owned and ridden by members of the Polo or Jockey Club.

Mr. Seth's Moonshine, 156 lbs.

(Mr. T. Doyle).

Mr. C. R. Thompson's Springer, 156 lbs.

(Mr. Dodington).

Mr. M. Blood's Fighting Tigh, 156 lbs. (Mr. Blood).

Mr. Sprague's Brown Paper, 150 lbs. (Mr. Sprague).

Mr. J. E. H. Bibby's Iddy, 155 lbs.

(Mr. Bibby).

Mr. John Bell-Irving's Misnomus Doleful, 156 lbs.

(Mr. J. Bell-Irving).

Mr. D. W. Last's Murphy, 156 lbs.

(Mr. Knapp).

Mr. Grimstone's Peanut, 156 lbs.

(Mr. S. E. Grimstone).

Major A. W. Timmis' Taisman, 156 lbs. (Major Timmis).

Mr. F. A. Pollock's Umpity, 156 lbs.

(Mr. Pollock).

Mr. John Bell-Irving's Wee Mouse, 156 lbs. (Mr. Gibson).

Two lengths between first and second; a head between second and third.

Time: 2mins. 26 4-5secs.

Pari-mutuel Cash Sweep.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURE.

CHINA COAST, ETC.

SWATOW.

May 10—C. N. Inchow, Hatchang.
11—D. L. Hatchang.
11—I.C.S.N. Hangchow.
11—B. L. Hangchow.
12—I.C.S.N. Wuhu.
12—D. L. Hangchow.
13—O. S. K. Kaio Maru.
13—D. L. Haibon.
13—O. S. K. Sochi Maru.

AMOY.

May 10—C. N. Shantung.

11—D. L. Hatchang.

11—B. L. Hangchow.

12—I.C.S.N. Wuhu.

12—D. L. Hangchow.

13—O. S. K. Kaio Maru.

13—D. L. Haibon.

13—O. S. K. Sochi Maru.

FOOCHOW.

May 11—D. L. Hatchang.

12—I.C.S.N. Haibon.

12—D. L. Hatchang.

SHANGHAI.

May 10—C. N. Shantung.

11—I.C.S.N. Hangchow.

12—I.C.S.N. Wuhu.

12—I.C.S.N. Nippon.

13—I.C.S.N. Sochuan.

14—I.C.S.N. Anhwei.

14—I.C.S.N. Anhwei.

15—I.C.S.N. Shantung.

16—I.C.S.N. Shantung.

17—I.C.S.N. Shantung.

TSINGTAO.

May 12—I.C.S.N. Waibin.

14—I.C.S.N. Suyang.

KEELUNG.

May 15—O. S. K. Keijo Maru.

TAKAO.

May 19—O. S. K. Sochi Maru.

PUKOW.

May 10—C. N. Shantung.

17—I.C.S.N. Sochuan.

HAIPHONG AND HOIHOW.

May 11—I.C.S.N. Tokam.

SAIGON.

May 10—M. M. Amazon.

19—I. A. L. Lake Okawa.

31—I. M. Andre Lebon.

31—O. S. K. Kishu Maru.

SINGAPORE.

May 19—A. L. Lake Onawa.

21—I.C.J.L. Tidobet.

31—O. S. K. Kishu Maru.

June 25—A. L. Nip.

July 22—C. M. China.

BANGKOK.

May 10—C. N. Luchow.

31—O. S. K. Kishu Maru.

PHILIPPINE ISLANDS, ETC.

MANILA.

May 12—I.C.S.N. Loonpan.

14—I. A. L. Wenatchee.

23—I. A. L. Abroos.

June 4—I.C.M. Nanking.

KUCHING.

May 10—H. S. Chefoo.

JAVA PORTS, ETC.

May 10—Navy Y.K. Macassar Maru.

14—I.C.J.L. Tidobet.

19—I. A. L. Lake Onawa.

21—I.C.J.L. Tidobet.

22—I.C.J.L. Tidobet.

31—Navy Y.K. Sanga Maru.

INDIAN PORTS, ETC.

CALCUTTA.

(VIA Rangoon).

May 12—I.C.S.N. Tatsul.

12—I.C.S.N. Laisaz.

21—I. B. L. Japan.

June 2—I. B. L. Aratoon Apac.

14—I. B. L. Tanda.

BOMBAY AND COLOMBO.

May 10—P. & O. Dilaru.

22—I. S. K. Indo Maru.

June 5—I. S. K. Tajim Maru.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE.

May 12—C. & A. E. H. Wah Ping.

22—I. N. Y. K. Aki Maru.

26—I. E. & A. S. Alans.

June 21—I. N. Y. K. Taiko Maru.

JAPAN PORTS.

May 11—N.Y.K. Kishu Maru.

12—I. B. F. Machan.

12—I. B. F. Arran Appar.

14—I. N. Y. K. Kishu Maru.

(I.C.C.) Nippon.

16—Navy Y.K. Bonne Maru.

17—I. B. F. Bellphon.

21—I. O. J. L. Tidobet.

21—I. B. F. Anchises.

22—I. P. & O. Alipore.

22—I. N. Y. K. Tango Maru.

23—I. B. F. Tanda.

June 1—I. B. F. Deccan.

12—I. B. F. Mentor.

12—I. B. F. Yantze.

23—I. B. F. Ixion.

25—I. P. & O. Syria.

July 5—I. P. & O. Kalyan.

12—I. P. & O. Lam.

Aug. 5—I. P. & O. Anyer.

AMERICAN PORTS.

VANCOUVER.

May 10—C.P.O.S. Empress of Japan.
16—D. L. Melville Dollar.
16—S. & D. West Iron.

June 26—C.P.O.S. Empress of Asia.

Aug. 15—C.P.O.S. Empress of Russia.

22—C.P.O.S. Mongolia.

Sept. 20—C.P.O.S. Empress of Japan.

VICTORIA.

May 14—A. L. Wanaboo.

31—N.Y.K. Fushimi Maru.

SEATTLE.

May 12—W. L. West Jester.

14—I. A. L. Wenatchee.

17—I. N. Y. K. Kishu Maru.

21—I. B. F. Edoces.

24—I. B. F. Tacer.

25—I. S. D. West Iron.

26—I. S. D. Africa Maru.

31—N.Y.K. Talythibus.

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OVERSEAS POSTAGE.

PROPOSED INCREASE.

AN UNFORTUNATE MEASURE.

The proposal to increase postage rates for transmission overseas this month could not have been made at a more inopportune moment. Never was there greater need than at present to make the dissemination of the written word the printed word between country and country as easy and as cheap as possible. It is an unfortunate augury for the spread of that better state of international feeling upon which the hopes for the success of the League of Nations are founded that an artificial check should be placed on one of the principal means by which mutual understanding and goodwill may be fostered. But the matter goes much deeper even than that. It is patently obvious that the economic future of this country and of the Empire as a whole depends, as Lord Blyth said recently, upon the opening of every portal, and the broadening of every avenue, likely to promote our commercial and industrial expansion, not only at home, but in every part of the globe. We heartily agree with Lord Blyth in his statement that increased charges for essential services such as the telephone, the telegraph and postage, constitute an impost on production, and are fatal to the creation of new business and the expansion of existing enterprises, says *The Empire Mail*.

We particularly deplore the effect which the proposed increase of overseas postage rates is bound to have upon the distribution of British literature specially designed to encourage trade within the Empire and with foreign countries. We should have thought that instead of penalizing and obstructing the work which is being done in the interests of British business by such journals as *The Empire Mail* the Government would have taken every reasonable means to assist their free circulation. Have our Government Departments forgotten already the lessons of the war in regard to the value of publicity? If they have, we can assure them that other countries, including Germany, are very much alive to the importance of flooding overseas markets with propaganda on behalf of their trade, as witness the highly illuminating article from our Special Correspondent in Germany, which appears in this number. We are constantly receiving testimony from all parts of the world to the service which *The Empire Mail*, and the valuable specialised intelligence organisation which is associated with it, are rendering to British manufacturers and overseas buyers. Is that work to be handicapped because of an unaccountable lack of commonsense and business acumen on the part of the Treasury?

If the proposed new rates come into operation the postage on *The Empire Mail* will be something in the region of 9d. per copy, and other monthly trade journals will, of course, be similarly affected. Added to the tremendously increased cost of production, this places an unfair burden on a class of journal which we unhesitatingly claim is performing an essential and patriotic work for the nation and the Empire. It is high time that the absurd differentiation which the Post Office makes between monthly journals and their weekly contemporaries were swept away. The former are less ephemeral than the latter, and no one who examines the matter dispassionately would deny that they are thoroughly entitled to equality of treatment as regards postage rates with the weeklies. If no other alternative is open to the Government but to increase the overseas postal charges—a contingency which we regard as inconceivable—then we urge that preferential treatment should at any rate be given to those publications whose sole policy is the advancement of British trade and industry.

Lord Blyth, in the letter which we have already quoted, expresses the hope that the decisions arrived at the recent International Postal Congress at Madrid will not tie our hands so

that we cannot make special arrangements with other countries as we made with America in 1908, and as it was suggested we might make with France. That seems to us an eminently sensible way out of the difficulty. So far as the British Empire is concerned, some general agreement to keep down postal rates might surely be reached without much trouble. No sure means could be taken to promote that unity of feeling and of purpose among the constituent states of the British Commonwealth which is vital for the future.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
"AGAFENOR" 23rd May London, Amsterdam & Hamburg
"MACHAON" 14th June London, Rotterdam & Hamburg
"ANCHISES" 21st June London, Amsterdam & Antwerp
"LAOMEDON" 15th July London, Amsterdam & Antwerp
"MENTOR" 19th July London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
"TYDEUS" 20th May M'les, Hav, Liverpool & Glasgow
"HECTOR" 1st June Liverpool & Glasgow
"EURYADES" 9th June Genoa, M'les, Liverpool & Glasgow
"CANFA" 17th June Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)
"TEUCER" 25th May Victoria, Seattle and Vancouver
"TALTHYBIUS" 18th June Victoria, Seattle and Vancouver
"TYNDAREUS" 6th July Victoria, Seattle and Vancouver

NEW YORK SERVICE

(via Suez or Panama)
"KT. COMPANION" 29th May via Panama

HOMeward PASSENGER SERVICE

"ANCHISES" 21st June for London
"MENTOR" 19th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

Telegraphic Communication with Gap Rock Lighthouse is interrupted.

REGISTERED and PARCEL MAIls are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

INWARD MAIls.

From	To	Per
MONDAY, MAY 9.		
Shanghai	Soochow	
TUESDAY, MAY 10.		
Shanghai	Amazone	
U.S.A. and Manila	Ecuador	
Calcutta and Straits	Kirin Maru	
WEDNESDAY, MAY 11.		
Shanghai	Suiyang	
THURSDAY, MAY 12.		
Straits	Shidzuka Maru	
U.S.A., Canada, Japan and Shanghai	Empress of Japan	

OUTWARD MAIls.

For	To	Per	Time
MONDAY, MAY 9.			
Swatow	Hydrianae	4 p.m.	
Sampan and Wuchow	Taiming	4.30 p.m.	
Patkhoi and Haiphong	Taiwan	5 p.m.	
Amoy	Guangzhou	5 p.m.	
Hoihow and Haiphong	Yue Ying Wa	5 p.m.	
Saigon	Hin Ping On	5 p.m.	
Patkhoi and Haiphong	Kaiping	5 p.m.	
TUESDAY, MAY 10.			
Swatow	Huph	6 a.m.	
Sampan and Wuchow	Luchow	6 a.m.	
Amoy	Shantung	10 a.m.	
Hoihow and Haiphong			
Saigon			
Patkhoi and Haiphong			
WEDNESDAY, MAY 11.			
Swatow	Huph	6 a.m.	
Sampan and Wuchow	Luchow	6 a.m.	
Amoy	Shantung	10 a.m.	
Hoihow and Haiphong			
Saigon			
THURSDAY, MAY 12.			
Swatow	Dilwara	10.00 a.m.	
Sampan and Wuchow			
Amoy			
Hoihow and Haiphong			
Saigon			
FRIDAY, MAY 13.			
Swatow, Amoy and Foochow	Amazone	2.30 p.m.	
Philippines Islands	Euryalus	5 p.m.	
SATURDAY, MAY 14.			
Java Port via Batavia	Takao	9 a.m.	
Hoihow and Haiphong	Hatching	11 a.m.	
Swatow, Amoy and Foochow	Hangchow	11 a.m.	
Swatow, Shanghai and North China	Waishing	5 p.m.	
Teucer	5 p.m.		
SUNDAY, MAY 15.			
Swatow	Takao	8.30 a.m.	
Sampan and North China	St. Albans	10.30 a.m.	
Swatow, Bangkok, Calcutta & ADEN	Lochow	11 a.m.	
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